

STRIPLING IS GIVEN FULL PARDON BY GOVERNOR HARRIS

Aged Executive Keeps His
Promise to Prisoner's
Little Daughter.

SERVING LIFE SENTENCE
IN STATE PENITENTIARY

Was Chief of Police of Danville
for Four Years While an
Escaped Convict.

KILLED NEIGHBOR IN 1897

Influential Attempts Made Through
Three Administrations to Gain
Freedom for Him.

ATLANTA, GA., July 29.—Thomas Edgar Stripling, who served as chief of police of Danville, Va., for almost four of the fourteen years that he was an escaped convict, was granted a full pardon by Governor Nat E. Harris at 6 o'clock to-night.

Since the first day that "Chief R. E. Morris," of Danville, was brought back to Georgia to resume his life sentence as Stripling, influential attempts were made through three State administrations to have him pardoned. All these failed, however, until Governor Harris went to Milledgeville, in July, 1916, to inspect the State Prison Farm. While there one of Stripling's eight children, a girl of six, ran to him in the prison grounds and tearfully pleaded to "Please let my papa out, because he is sick, and we all need him so bad."

The incident touched the aged Governor, and he promised "to send your father back to you some time during his term."

Governor Harris to-night dispatched a letter to little Bessie Stripling and completed the case in its last sentence with "after all, it is the offering from the Governor's heart to the love and innocence of a little child."

SHOT AND KILLED NEIGHBOR
ON NOVEMBER 4, 1897
Stripling, on November 4, 1897, shot and killed W. J. Cornett, his neighbor in Harris County, Ga. He fired through a window of Cornett's house. He surrendered at Columbus, Ga., a few days afterward, and eventually was found guilty and sentenced to life imprisonment.

Stripling testified at the trial—and it was corroborated—that Cornett had insulted both his wife and married sister; that Cornett had threatened to kill him, and that, when passing Cornett's house the night of the killing, he could not restrain himself from shooting when he saw Cornett passing a window with a light in his hand. He claimed self-defense, as he said he believed "it was either Cornett's life or mine some time."

He escaped from the Harris County jail when his case was awaiting the outcome of an appeal. He remained hidden about two months at the home of his uncle in Harris County and then made his way to North Carolina, where his wife joined him in 1899. Under the name of R. E. Morris, he did different kinds of work in several towns for a number of years. Finally he was employed by the Southern Railway as a special agent. That work took him to Danville, where he had been about one year when he obtained a place on the police force. Nine months later he was elected chief of police.

TWO MEN IN DANVILLE
KNEW HIS LIFE STORY
Stripling has said there were two men in Danville who knew his life story, but they remained silent. Finally a man well known in Harris County saw him, and soon afterwards reports as to Stripling's whereabouts were heard. These reports seemed to W. W. Smith, a private detective, to warrant investigation. He obtained requisition papers from Governor Brown and proceeded to Danville. Smith established the identification beyond doubt.

On March 4, 1911, the Danville Council was to elect a chief of police, and it is said Stripling was practically assured of re-election, notwithstanding some opposition had arisen because he killed a young white man who had resisted arrest, killed a negro who was attempting to rob his home and shot another negro while resisting arrest. He was exonerated of blame in each case.

On the afternoon of March 3, however, Smith presented the requisition papers to Danville authorities. Stripling was confronted with the fact, and admitted his identity. Stripling requested the Mayor and members of council, who at that time were unaware of his plight, to meet that night, as he had an important statement to make. Before the body that probably would have elected him chief for another term the next night he stood handcuffed and told the story of his escape and movements during the nearly fourteen years of freedom. He still wore his uniform when placed in jail in Georgia.

Granted Full Pardon



THOMAS E. STRIPLING.

DEUTSCHLAND TO RECEIVE NO SPECIAL PROTECTION

Intimation Given That Submarine
Will Leave Baltimore Some
Time To-Day.

ASKS AMERICAN SAFEGUARD

Washington Officials Rule Against
Extraordinary Precautions, as the
United States Views the Boat as
an Ordinary Merchantman.

WASHINGTON, July 29.—Special protection for the German merchant submarine Deutschland when she starts out of American territorial waters was asked of the American government late to-day, with the intimation that the boat would leave Baltimore some time to-morrow. After conferences between State, Treasury and Navy Department officials, it was ruled that no extraordinary precautions could be ordered, because the United States views the Deutschland as an ordinary merchantman.

Officials, with the ostensible purpose of avoiding any breach of neutrality, withheld all information which might be of value to the watching allied cruisers, but it was understood that the government was made aware of the impending departure of the Deutschland, and there was at least an intimation that the submarine wanted protection in American waters.

READY TO START ON
HOMeward VOYAGE

BALTIMORE, Md., July 29.—The German submarine sea freighter Deutschland, which arrived at this port from Germany three weeks ago to-morrow night with a cargo of dyestuffs, lay snuggled in her barricaded berth at Locust Point to-night, ready to start on her perilous homeward voyage. The tug Thomas F. Timmins, which met the Deutschland at the Virginia capes and conveyed her to Baltimore, was close by, with steam up.

Officials of the Eastern Forwarding Company, the submarine's American agents, refused to comment on the Washington dispatch sent out late to-day concerning the probability of her sailing to-morrow or the intimation that protection was desired for the Deutschland in American waters. That they are concerned about the boat's safety during her run down Chesapeake Bay seemed to be indicated in a report, regarded as reliable, that it is planned to have a second tug accompany the submarine and the Timmins as far as the capes to guard against the possibility of "accidents" en route.

One of the Deutschland's navigating officers and several of the crew were on shore leave to-night with orders, it was said, to return aboard ship by midnight.

INTEREST IN MYSTERY SHIP
ON WANE IN NAVAL CIRCLES

NORFOLK, Va., July 29.—A statement from Washington that, in the light of Sir Cecil Spring-Rice's report that the admiral in charge of British warships patrolling off Cape Henry had denied that an English cruiser was within the Virginia capes last Tuesday morning, the "mystery-ship" incident would not be a subject of inquiry or protest, caused discussion of it to wane to-day in naval circles.

Officers of the Louisiana, who reported to the Navy Department that an unidentified ship signaled them that she was an English cruiser, made no attempt, however, to conceal their satisfaction over the report of Lieutenant-Commander Shane, of the naval collier Neptune, sent yesterday to Washington. His statement that he saw a ship bearing man-of-war lights exchanging signals with the Louisiana and later saw her emerge from the Virginia capes was regarded as corroboration of their reports.

With the mystery-ship flurry apparently passed, attention again has turned to the Deutschland, and few seafaring men here think she will leave until the fate of the Bremen has been definitely settled.

Daniel C. Roper Resigns.
WASHINGTON, July 29.—Daniel C. Roper has resigned as First Assistant Postmaster-General to devote his time to Democratic campaign work. It became known to-night that he will go to New York on Monday to join the party headquarters force there. His home is in McCall, S. C.

PRIZE SHIP APPAM MUST BE RETURNED TO BRITISH OWNERS

Decision of Federal Court
Adverse to Germans
on Every Point.

CAPTORS HAVE LOST ALL
LEGAL CLAIM TO VESSEL

Waddill Holds Prussian-American
Treaty Does Not Apply
in This Case.

TO TAKE APPEAL WEDNESDAY

Government Confronted Now With
Disposition of Lieutenant
Berg and Crew.

NORFOLK, Va., July 29.—Possession of the British liner Appam, brought into Hampton Roads last February by a German prize crew, was awarded to-day to her English owners, the African Steam Navigation Company, by Judge Waddill, of the Federal District Court. An appeal will be taken when the opportunity is given next Wednesday, and the final decision in the libel proceedings probably will be given by the Supreme Court of the United States.

In the meantime, the Appam will stay at Newport News in the custody of the United States marshal, or will be turned over to her owners under bond. Her cargo has been sold for \$624,000, and the money is being held by the court.

What is to become of Lieutenant Berg, the prize commander, and his crew of twenty-two men must be determined by the State Department at Washington. They have been living aboard the Appam, claiming her as the property of the German government, but the general belief here is that they now will be interned along with the men of the German raiders laid up here.

Still next Wednesday, at least, when motions in the case will be heard, the crew of the Appam will not be disturbed. Deputy Marshal J. E. West, who is in charge of the vessel, said to-night:

There is no possibility of the crew making away with the ship or sinking her to prevent her return to the British owners, he thinks. Watchmen are aboard at all times, the crew is too small to move the vessel more than a short distance, and only enough coal is permitted on board the ship to keep her lights and donkey engine going.

LOST STATUS AS PRIZE BY
ENTERING U. S. WATERS

Judge Waddill's decision, given after months of consideration, held that the Appam lost her status as a prize when she entered American territorial waters to-day. He rejected the German contention that the Prussian-American treaty of 1799 permitted German prizes to be laid up in American waters, and held that prizes could be brought in only by a war vessel acting as convoy, and then only for the temporary causes recognized by international law. An opinion given by Secretary Lansing to the German ambassador to the same effect was quoted at length by the court.

A decision by a German prize court that the Appam was a lawful prize was held to be without effect upon proceedings of the courts of the United States. The same German court recently adjudged prize money, some \$750,000 in gold, taken from the Appam when she was captured off the coast of Spain by the raider Moewe.

Following the lengthy opinion of thirty-two typewritten pages is the following conclusion of the court:

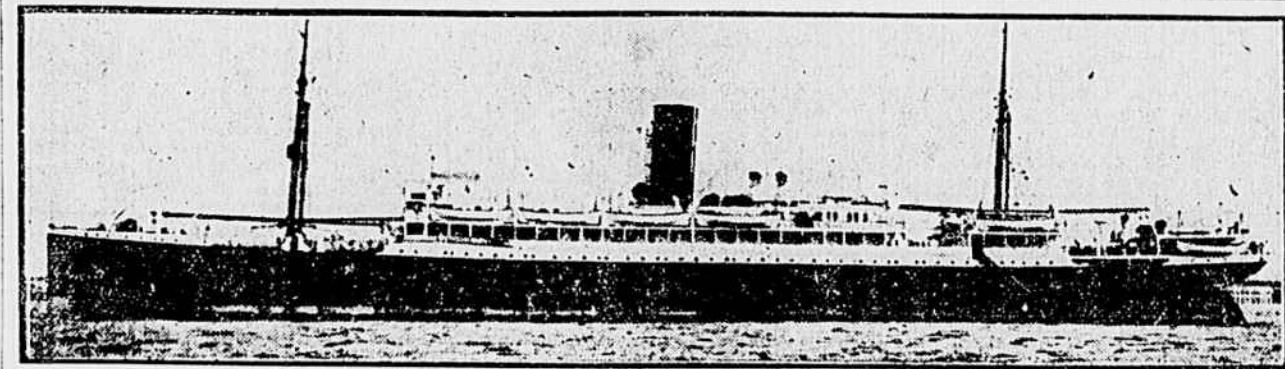
"The court's conclusion is that the manner of bringing the Appam into the waters of the United States, as well as her presence in those waters, constitutes a violation of the neutrality of the United States; that she came in without bidding or permission; that she is here in violation of law; that she is unable to leave for lack of a crew, which she cannot provide or augment without further violation of neutrality; that in her present condition she is without a lawful right to be and remain in these waters; that she, as between her captors and owners, must be treated as abandoned and stranded upon our shores; that her owners are entitled to restitution of their property, which this court should award, irrespective of the prize court proceedings of the court of the imperial government of the German empire, and it will be so ordered."

The appeal to the Supreme Court of the United States will be noted by counsel for the German government next Wednesday at noon, when the court will sit for the purpose of hearing the motion of counsel for the British government in regard to bonding the vessel.

As soon as the details of the bond can be completed, the British owners will have a right to take possession of the ship, and continue to operate her, just as would be done in any Admiralty action between individuals.

AS SOON AS POSSIBLE
It is expected that the vessel will be manned and operated by the British owners as soon as possible, as, with the present high ocean freight rates, her time is worth between \$50,000 and \$75,000 a month.

MANHATTAN IS SHAKEN BY TERRIFIC EXPLOSION



THE BRITISH STEAMER APPAM.

TENTH AND MAIN CORNER IS SOLD TO WOODWARD

Pays \$70,000 for Twenty Feet to
Old Dominion Building
Corporation.

AMOUNT LESS THAN MORTGAGES

Property Was Once Acquired as
Home for Now Defunct Common-
wealth Bank—Will Be Renovated
Under Temporary Lease.

Deeds will be placed on record this week in the Chancery Court recording the sale of the valuable property at the southwest corner of Main and Tenth Streets to Stewart M. Woodward for \$70,000. The lot fronts twenty feet on Main Street and runs back seventy feet on Tenth. It is one of the few remaining corners in the downtown banking district not improved with a modern office building. The old building, now on this site, it is understood, will be renovated and rented for business purposes under a temporary lease pending the permanent improvement of the property with a modern structure.

In recent years the property has undergone many vicissitudes. It was acquired several years ago by the Old Dominion Building Corporation, an organization in which most of the stock was held by the defunct Commonwealth Bank and individuals connected with that institution. It was understood that it was the ultimate intention to erect a modern banking house on the property, in which the Commonwealth Bank, then located on Ninth Street, was to be established.

PRICE PAID IS
LESS THAN MORTGAGES

Soon afterwards there followed the business depression and other complications which brought about the failure of the Commonwealth Bank. The plans for the improvement of the Main and Tenth Street corner were never realized, and for several years the property has been on the market.

The price paid by Mr. Woodward is understood to be considerably less than the amount of the three mortgages with which the property is burdened. It will be applied to the satisfaction of these liens. The sale of the property will not benefit those who hold unsatisfied claims against the defunct Commonwealth Bank, because there will be no balance from the proceeds to apply to any of the notes held by the receivers of the bank as evidence of loans made on this property. The sale was made through the real estate firm of C. L. & H. L. Denoon.

HECTOR INQUIRY ENDS

Findings Completed and Sent to Wash-
ington, but Officials Refuse Any
Inking of Verdict.

CHARLESTON, S. C., July 29.—Findings of the naval court of inquiry which investigated the grounding of the large naval collier Hector off Cape Romaine, S. C., July 14, have been completed, and will be forwarded immediately to Washington. It was learned to-day at the Charleston Navy-Yard. Officials refused any inking of the verdict. Many witnesses were examined, including Captain Joseph Newell, commander of the Hector, and a number of marines who were carrying to Southern waters when disabled by a hurricane.

The Hector still is aground, and reported broken in two. Navy vessels have been trying to salvage her cargo of coal.

BRITISH SHIP CAPTURED

German Auxiliary Cruiser Brings Armed
Steamer Eskimo Into
Port.

BERLIN, July 29 (by wireless).—A German auxiliary cruiser at 1 o'clock on the morning of July 27, after an engagement with the armed British steamship Eskimo, captured the vessel and brought her into port, according to a statement given out to-day by the German admiralty. The encounter took place at a point fifteen miles southeast of Arendal, a Norwegian seaport on the Skager-Rak.

INSISTS ON THEIR EXCLUSION

Great Britain Declines to Allow Thomas
Hughes Kelly and Party to Visit
England or Ireland.

WASHINGTON, July 29.—American Ambassador Page, at London, to-day cabled the State Department that Great Britain insists upon excluding from England and Ireland Thomas Hughes Kelly, of New York, treasurer of the Irish relief fund, his assistant, Joseph Smith, and Mrs. Kelly. They will leave England on Monday on the American liner Philadelphia.

PLAGUE DEATH RECORD REACHES NEW HIGH MARK

Forty-Four Victims Claimed During
Day, With 141 New Cases
Reported.

WEATHER WITHOUT EFFECT

Board of Health's Weekly Bulletin
Shows 773 Dead and 3,588 Addi-
tional Patients as Grand Total.
"Burning Itself Out in Brooklyn."

[Special to The Times-Dispatch.]
NEW YORK, July 29.—The death record in the infantile paralysis epidemic reached a new high mark to-day. Forty-four victims were claimed. This was an increase of eleven over yesterday's figures. New cases reported totaled 141, and it became apparent that a change in temperature makes no difference in the progress of the disease. The number of new cases to-day has been exceeded only twice since the beginning of the epidemic. The board of health's weekly bulletin gave the grand total of new cases as 3,588, and 773 deaths. Health Commissioner Emerson declared these figures did not indicate any sudden lack of control of the disease.

Dr. John S. Billings, in charge of the Brooklyn office, said the disease seemed to be "burning itself out" in that borough.

Dr. Wade H. Cross, of the Public Health Service, has advanced the theory that infantile paralysis is a self-limited disease, said Dr. Billings. "He holds it apparently goes through a community and feeds upon those who are susceptible, and that when it burns itself out of available material, it declines and disappears. Since it is evident that all children are not susceptible, its ravages are not nearly so widespread as in some other diseases."

The number of out-of-town pathologists accepting Commissioner Emerson's invitation to come to New York and study infantile paralysis has been increased to seven. Acceptances were received to-day from Professors John F. Anderson, of New Brunswick, N. J.; Charles C. Bass, of New Orleans, and Theobald Smith, of Princeton University.

The following New York physicians will be invited to co-operate:

Dr. Simon Flexner; Dr. Hans Zinsser, of Columbia College of Physicians and Surgeons; Dr. Hideo Nouchi, of the Rockefeller Institute; Dr. Herman Behr, of Mount Sinai Hospital; Dr. Francis Crockerwood, of the Crocker Research Laboratory; Dr. William Eisner, of Cornell University; and Dr. William H. Park, of the health department laboratory.

In addition, Drs. Wade H. Frost and E. C. Lavinder, of the United States Public Health Service, will be invited to the conference.

VIRGINIA WOMAN DROWNED

Mrs. Louis Howell, Bride of Six Months,
of Salem, in Fatal
Accident.

[Special to The Times-Dispatch.]
GLENWOOD, L. I., July 29.—Mrs. Louis Howell, a bride of six months, whose home was at Salem, Va., and Mrs. George Leyair, of City Island, were drowned when the motor-boat cruiser Vita, owned by Mr. Leyair, was in collision with a scow in Hempstead harbor last night. Mr. Leyair, Mr. Howell and two of their friends, Addison Price, of New York City, and William Brahm, of City Island, narrowly escaped drowning.

Not until 5 o'clock this morning was Mrs. Leyair's body found. A search for the bodies of the missing women continued all last night. Late to-day the body of Mrs. Howell had not been recovered.

CARS DERAILED IN TUNNEL

Passengers on B. & O. Train Have
Narrow Escape Near
Parkersburg.

PARKERSBURG, W. VA., July 29.—Over 100 passengers on Baltimore and Ohio train No. 12, St. Louis to New York, escaped injury or death to-day when eight cars of the train were derailed in a tunnel near Cairo, Ritchie County, thirty-three miles east of here. No one was injured seriously. The cars were derailed near the end of the tunnel, due to a spreading rail.

Attack on the Menace.

SPRINGFIELD, MO., July 29.—Three bombs were exploded beneath the floor of the Menace publishing plant at Aurora, Mo., at 4:15 o'clock this morning, slightly damaged the publishing company's plant and set fire to a mass of copies of the Menace, an anti-Catholic publication, just off the press. The flames were soon extinguished.

CONTINUE TO HAMMER TEUTONS ON EVERY LINE

Allies Making Fierce Drives Against
Enemy on All European
Fields.

ENGLISH MAKE NEW GAINS

Russians Pushing Forward Toward
Stanislaw, Important Railroad Center,
and Win Success Near Lutsk.
More Than 20,000 Captured.

Armies of the entente allies continue to hammer the lines of the central powers on all European fields. On the western front the British and French are holding back German forces, and British troops have made additional progress on the hard-fought Somme battle ground.

With Brody in their hands, the Russians report little or no activity in Northern Galicia. In Southern Galicia, however, the Muscovite armies are pushing forward toward Stanislaw, an important railroad center, which is not far from Halicz, also a railroad center.

The capture of Brody and the retreat of the Austrian army is equalled, if not surpassed, by the Russian successes west and northwest of Lutsk. This advance, if unchecked by General von Linsingen, seriously threatens Vladimir-Volynski and makes the railroad junction of Kovel less tenable for the Austro-German forces.

While admitting the Russian penetration of the Teutonic lines northwest of Lutsk, Berlin declares that the advance west of Lutsk has been stopped by a counterattack.

CAPTURE OF 20,000 MEN
CLAIMED BY PETROGRAD

Petrograd claims the capture of more than 20,000 Austro-German prisoners in the recent fighting in Northern Galicia and Volhynia. According to estimates of Russian army officers, the number of prisoners taken in the first half of the present campaign by the Russians totals 350,000. The same authorities estimate the Austro-German losses, including killed, at 800,000.

North of the Somme, in France, the British have gained some ground in the vicinity of Pozieres and the High Wood. The British have beaten off German attacks against Delville wood, and the French have stopped German attempts to advance at Verdunville, south of the Somme. Berlin reports little activity on this front, with the exception of the failure of British attacks in the vicinity of Pozieres.

Fighting also continues around Verdun. German attacks on both the right and left banks of the Meuse have been repulsed, Paris asserts. French troops continue their advance near the Thiaumont work, on the right bank of the river.

There has been no great change on the Austro-Italian front, nor on the Saloniki front, where the Serbian troops began an offensive several days ago. Sofia claims the Bulgarians stopped Serbian attacks, while the Serbians claim to have imposed heavy losses on the Bulgarians.

In the Caucasus the Russian advance against Kharput and Sivas, the present objectives of Grand Duke Nicholas, continues successfully, Petrograd reports.

GERMAN COUNTERATTACKS
REPULSED WITH HEAVY LOSSES

LONDON, July 29.—The importance attached by the Germans to the possession of Delville wood is shown by the desperate character of their constant counterattacks on this wood since it was captured by the British. These counterattacks, according to the British reports, have been repulsed with heavy German losses.

Near Pozieres the British and Germans continue in the closest grips, and the severest hand-to-hand fighting is going on incessantly. The British, however, maintain their advance toward the remaining portion of the rising ground between Pozieres and Bapaume, still in the hands of the Germans.

Many German infantry units withdrawn from the Meuse area have been recognized in the forces opposing the progress of the British. This is the probable reason why the fighting around Verdun, as shown by the French reports, has developed into almost purely artillery engagements. Intermittent minor infantry attacks, however, have occurred there, in which the French report some success, with a gain in ground.

The Russian armies under Generals Brusiloff and Letichsky have pushed further forward in a penetrating movement through the Austro-German line, and their success is admitted in the Berlin and Vienna reports of to-day, which say:

"Northward toward Lutsk the enemy (Continued on Second Page.)"

PLANT STORED WITH MUNITIONS IS DESTROYED

Thirty-Three Firemen Are
Reported Killed Fight-
ing Flames.

SCENE OF DISASTER
ON BLACK TOM ISLAND

People of New York Rush Into
Streets, Stricken With
Terror.

EXTENT OF DAMAGE UNKNOWN

Whole City Frantic Before Place
Where Explosions Occur Can
Be Located.

NEW YORK, July 30.—Thirty-three Jersey City firemen are reported to have been killed early this morning by a terrific explosion in the plant of the National Storage Company, on Black Tom Island, near Communipaw, N. J., where they had gone to fight a fire resulting from a terrific explosion just thirty minutes earlier.

In the storage company plant are said to have been enormous quantities of ammunition consigned to the entente allies. The entire plant is reported to have been wrecked. The entire island appeared at 3:30 o'clock to be covered with a sheet of flame. Access to it is gained from the main land by a bridge over which runs the tracks of the Central Railroad of New Jersey.

Sixty-nine carloads of ammunition are said to have been stored in railroad tracks on the island. All of them are believed to have been blown up. Edmund L. MacKenzie, president of the National Storage Company, said at his home at Plainfield, N. J., at 3:40 o'clock this morning that he had just received a telegram informing him that a great fire was raging in the plant of his company following an explosion.

The plant of the storage company consists of about twenty-five warehouses and three or four covered piers, one of which is a powder pier, and Mr. MacKenzie explained that there were no combustibles in the warehouses. He expressed the belief that the explosion must have been in trains of munitions which had been run to the powder docks, awaiting removal on lighters to ships anchored in the bay. He declared the plant was valued at about \$7,000,000.

BARGES AT ELLIS ISLAND ABLAZE

Dr. Joseph Wilson, of the Immigration hospital on Ellis Island, reported to the Manhattan police headquarters at 3:45 this morning that two barges loaded with ammunition lying alongside the Dock at Ellis Island were ablaze from stem to stern. He said they had drifted down the bay from the direction of Staten Island. Black Tom Island is about a quarter of the way from Ellis Island to Staten Island. The patients in the Ellis Island hospital were ordered transferred to another island of the Ellis Island group.

Explosions on the barges were occurring at frequent intervals, although none of them was especially severe. The fire boat New Yorker was standing by, and efforts were made to contain the flames to the barges.

FRANTIC EFFORTS ARE MADE
TO FIND SCENE OF DISASTER

NEW YORK, July 30.—All Manhattan Island, Brooklyn and cities in New Jersey were shaken shortly after 2 o'clock this morning by a terrific explosion. Frantic efforts were made by the police to locate the scene of the evident disaster.

The most reliable report received up to 2:30 o'clock was that the Eagle Oil Works, located on a peninsula extending from Communipaw, N. J., into New York Bay, had blown up.

STREETS FOR MANY BLOCKS
STREWN WITH BROKEN GLASS

The force of the explosion was so great that thousands of heavy plate glass windows in office buildings in Lower Manhattan and Brooklyn were shattered. Streets for many blocks in the downtown section were literally strewn with broken glass.

Thousands of persons swarmed into the streets in all parts of the city from buildings, subway exits and railway stations, running about in a panic. Many women became hysterical. Police whistles were blown frantically, but the police themselves did not know what it was all about.

The first explosion was followed by a second at 2:35, slightly less violent, but which again shook all New York and shattered many more buildings. Nearly all the fire apparatus in Brooklyn was called out in the belief that somewhere in that part of the city there was a great fire, but no trace of one was to be found.

Police headquarters in all borough received reports of disasters of all kinds both on the New York and New Jersey side. One report was that an oil ship was blown up near the Statue of Liberty.

A report received at 2:40 was that several carloads of shrapnel consigned